

## NEW TAXICABS BROUGHT BY LURLINE

A number of the new taxicabs that are to be operated on Honolulu thoroughfares were taken from the hold of the Matson Navigation steamship Lurline, soon after that vessel swung to a berth at Pier 15 yesterday afternoon.

Captain M. A. Madren brought his command to a standstill shortly after 2 o'clock, following what he claims to have been a pretty fair passage from San Francisco. The real bad weather was not encountered until the gallant Lurline reached the Hawaiian Islands. It was then that seas swamped the main deck, sending a shower of spray over several hundred tons of structural iron and steel carried on the forward deck, to be incorporated in the construction of a pineapple warehouse.

The record for the transportation of motor driven vehicles in a single bottom operated by the Matson Navigation Company was annulled with the arrival of a shipment of 29 autos as part of the 3900 tons of general cargo brought to the islands.

Harbor Officer Carter was on hand to greet two little fellows who had decided to try their fortunes in Hawaii. The lads claimed to have resided in San Francisco, and stowed away on the Lurline with a view of securing employment. They will probably be returned to the coast port. The local police are watching for a possible influx of undesirable who are reported as being shipped out of San Francisco by the authorities there. Stowaways who now try their trick at Honolulu are receiving a pretty short shift at the hands of the police.

Thirty-three cabin and 9 steerage passengers were landed together with 105 sacks of later mail.

The Lurline has about two hundred tons of cargo for discharge at Honolulu.

### Get-away Day for Coasters.

Several coasting steamers in the inter-island fleet unable to proceed to sea yesterday afternoon and evening because of the high wind, were dispatched this morning, good sized lists of cabin and deck passengers and large general cargoes being the rule.

The Mikahala sailed for Maui, Molokai and Lanai ports at 10 o'clock. At about this hour the Maui with cargo only for ports along the island of Hawaii was dispatched followed by the steamer Walele for Honolulu and Kaula.

A number of tourists were numbered with the passengers departing for the big island in the steamer Mauna Kea, sailing at 10 o'clock this morning.

The Kinau was the only inter-island departure last evening, this vessel venturing on the passage to regular ports along the island of Kaula.

### Dix Departs With Mail.

Sailing from a berth at Pier 5, the United States army transport Dix was off for Seattle shortly after 6 o'clock this morning, the vessel having been supplied with mail destined for a number of points in the north Pacific and northwestern states. Practically all mail accumulated at the post office with the exception of that intended for California and the southwest was dispatched in this transport. The Dix arrived here on January 5 with a large amount of Japanese coal for the quartermaster department. About 5000 tons of the fuel were left behind, the transport carrying the remainder of the cargo as bunkers. Under favorable weather conditions the Dix should complete the passage to the Sound in about 10 days.

### Kaula Ports Stormbound.

Several ports of call along the more exposed portion of the coast of the island of Kaula are reported stormbound as a result of the several days' succession of gales which have swept this section of the Pacific. At Ahukini, the schooner R. R. Hind, with a shipment of coal, lies near the wharf, but the seas breaking on the shore have prevented much work of discharging cargo. The steamers Noeua and the Likileke were unable to work at Eleele. Considerable sugar is awaiting shipment to Honolulu and the mainland.

### Kona Freight a Varied One.

The freight brought by the inter-island steamer Mauna Loa from Kona and Kau ports yesterday included shipments of cows, dogs, horses, 3 bales of hides, 2 crates of turkeys, 9 crates of pigs, 25 head of cattle, 55 sacks of awa, 40 crates of chickens, 130 pieces hardwood lumber, 175 sacks of taro, 1951 sacks of coffee, 3150 sacks of sugar, and 220 packages of sundries.

Owing to rough weather the Mauna Loa was unable to effect a landing of freight and mails at McGregor's on Maui.

Laden with lumber, the schooner Helene is reported to have sailed from Port Blakeley on Monday.

### TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Jan. 13	4:30	1:15	5:15	1:45	6:00	2:15
14	4:30	1:15	5:15	1:45	6:00	2:15
15	4:30	1:15	5:15	1:45	6:00	2:15
16	4:30	1:15	5:15	1:45	6:00	2:15
17	4:30	1:15	5:15	1:45	6:00	2:15
18	4:30	1:15	5:15	1:45	6:00	2:15

Last quarter of the moon Jan. 18.

### LIST OF PIER NUMBERS

Army Wharf (magnifying plant)	Pier 1
Channel Wharf	Pier 2
L. J. Coal Wharf	Pier 3
Marine Railway Site (proposed wharf)	Pier 4
Naval Wharf No. 1	Pier 5
Naval Wharf No. 2	Pier 6
Richards St. Wharf	Pier 7
Alakea St. Wharf	Pier 8
Fort St. Bulkhead Slip	Pier 9
Oceanic Wharf	Pier 10
Allen & Robinson Frontage	Pier 11
Brewer Wharf	Pier 12
Nuuanu St. Wharf	Pier 13
Mauna Kea Wharf	Pier 14
Queen St. Bulkhead Wharf	Pier 15
Hackfield Wharf	Pier 16
Hackfield Wharf	Pier 17
Railroad Wharf (mauka)	Pier 18
Railroad Wharf (makai)	Pier 19

### VESSELS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

**WEDNESDAY, JAN. 14.**  
**HILLO**—Sailed, Jan. 12, S.S. Virginian, for Salina Cruz.  
**PAN FRANCISCO**—Sailed, Jan. 13, 5 p.m., S.S. Sonoma, for Honolulu.  
**S.S. SHINYO MARU**—Sails for Yokohama at 10 o'clock tonight.

### HARBOR NOTES

The inter-island steamer Mauna Loa has been placed on the berth to sail for Kona and Kau ports at noon Friday.

Departing from Honolulu on January 5, the Canadian-Australasian liner Makura is reported to have reached Vancouver yesterday.

A quantity of coal will be placed aboard the Japanese liner Shinyo Maru, that will sail for Japan and China ports tomorrow morning.

Sailing from Honolulu on January 6, the Pacific Mail liner Siberia is reported to have arrived with passengers and a late mail at San Francisco at 2 o'clock Monday afternoon.

There is a small booking of passengers for the coast in the Pacific Mail liner China, due to arrive from the Orient on January 20. The China will take on a quantity of bunker coal.

The United States army transport Sherman is credited with having completed a fair passage across the Pacific from Honolulu, arriving at the coast port at 2 o'clock yesterday afternoon.

Delayed in sailing because of the gales that raged over the island yesterday, the inter-island steamer Mikahala was dispatched for Maui, Molokai and Lanai ports at 10 o'clock this morning.

In sailing for Hilo and the way ports at 10 o'clock this morning the inter-island flagship Mauna Kea carried a fair-sized list of cabin and deck passengers. This vessel is taking freight for discharge at ports on Maui as well as Hawaii.

Tom Sharp, the local sign painter, has been awarded the contract for placing numbers on each of the private and territorial owned wharves of Honolulu in accordance with the scheme outlined by the board of harbor commissioners. The work will be rushed to completion.

### PASSENGERS TO ARRIVE

Per M. N. S. S. Wilhelmnia from San Francisco, due at Honolulu, Jan. 20.—Mrs. Cora P. Hettington, Mrs. H. M. Gowans, Mr. and Mrs. J. W. Quinn, Miss L. Sullivan, Mrs. J. A. Basha, W. Burnham, E. W. Kent, Miss M. M. Gantz, Mrs. M. M. Gantz, Mr. and Mrs. W. L. Wilson, Mr. and Mrs. Arthur Herman, Miss Rose Schley, Mr. and Mrs. J. B. Keys, Miss L. McTigue, Mrs. C. L. Bolton, Miss Mary Pamenta, Mrs. E. S. Shepard, Miss Alice Arriola, Mrs. A. Hartman, Mrs. J. Hall, Mrs. Celia Schuster, Zeno K. Myers, E. B. Pearson, L. A. Glueck, Dr. and Mrs. H. Gifford, Misses Edith and Ann Gifford, K. Alexander, J. S. Radcliffe, Frank W. Smith, J. Howell and wife, W. F. Nicholas, C. H. Sprinkle, J. G. Maxwell, S. H. Cox, Mr. and Mrs. A. W. Eames, Jr., Miss Dorothy Borling, Miss Lettie A. Roe, Mrs. P. L. Cherrey, Mr. and Mrs. Robt. Fulton, Miss H. A. Harris, Miss Ellen M. Dodge, Dr. and Mrs. A. B. Ancker, Miss H. E. Sprinks, Mrs. E. G. Sprinks, Mr. and Mrs. J. Murray, Mr. and Mrs. Geo. B. Ellis, Mr. and Mrs. S. R. Talcott, Miss Emma Finch, Miss Jessie Farrell, Dr. M. E. Grossman and family, Captain H. A. Jones and wife, Mr. and Mrs. J. S. O'Gorman, Mr. and Mrs. Henry Willard, Mr. and Mrs. Geo. A. Craig, Mr. and Mrs. H. C. Cross, J. J. Sheahan, A. Lachman, A. R. Thomas, Miss B. Brems, Miss A. T. Thewlis, Mr. and Mrs. M. J. Sullivan, L. Scrutton, R. I. Bentley, Miss Edith Rucker, Miss Marie Tyson, Mr. and Mrs. C. H. Mitchell, Miss J. Leonard, Miss M. Leonard, Mr. and Mrs. Chas. R. Leonard, Dr. L. H. Hoffman, Dr. Henry Meyer, Mrs. T. H. Hoffman, Mrs. M. Meyerteld, Mrs. A. Kahn and daughter.

### PASSENGERS ARRIVED

Per str. W. G. Hall, from Kaula ports, Jan. 14.—H. Wilcox, H. Suni, Mrs. Raposa, P. Chanteago, Mrs. P. Chanteago, W. Weiner, 10 deck.

### BAGGAGE TRANSFER

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 Nuuanu and Queen Streets

## PROFESSIONALS SHINGLE SOUNDS FLEECE THE MILITANT CALL FOR G.O.P. TO SHOW SPIRIT

(Continued from page one)

Three professional gamblers, well known to the police of Denver, Salt Lake and a number of the Nevada mining camps, arrayed in the unconventional garb of enlisted men with the United States army, succeeded in gaining a passage in the United States transport Logan, upon that vessel leaving San Francisco for Honolulu, and during seven days of the voyage to the Paradise of the Pacific are declared to have reaped a gold and silver harvest from among some 500 soldiers and petty officers, before their little game was nipped in the bud.

The presence of the trio of expert card sharps and operators of "separating machines" was not detected until a transport officer in making the rounds of the troop quarters on the day before arrival at Honolulu, came upon the men, then making their toilet, and he noted a number of tell-tale tattoo marks on the arms of two men, which eventually led to the identification of the parties as sharpers. In administering the "third degree," a confession was wrung from one of the gamblers. They asked to be carried through to the Philippines.

A consultation between local army officials and those stationed aboard the transport, during which the decided objection registered by the police was brought to the fore, resulted in the gamblers being detained aboard the Logan when that vessel sailed from Pier 6 at 10 o'clock this morning.

The sailing of the transport brought out a small delegation of the army, and the vessel was supplied with several hundred tons of coal during the brief stay at Honolulu.

A regimental band played a pleasing serenade.

**Schooner Coates Was Harbored.**  
 Harbored for several days following the clearing from the port of Aberdeen, Wash., the schooner A. F. Coates has completed a 31-day passage to Honolulu, bringing 780,000 feet of lumber consigned to the City Mill Company. Captain Neilberg reported this morning that his command met with strong gales and later with contrary winds. Much rough weather was encountered on the voyage. Captain Neilberg is making his initial visit to the islands in the Coates.

### Kaula Sugar List

Sugar is accumulating at the several plantation warehouses on the island of Kaula, according to a report brought to Honolulu this morning by the return of Purser Hustace in the steamer W. G. Hall. The list includes: K. S. M. 3500, H. S. 3450, MCB. 3828, K. P. 1850, G. & R. 13,600, L. P. 6000.

### Hall Returned—Stormy Passage.

The steamer W. G. Hall was treated to the full force of the storm on Tuesday night while steaming off the coast of Kaula. This vessel returned with a very small amount of cargo this morning, the boat being unable to secure sugar at the regular ports of call.

The suffragettes under the leadership of "General" Rosalie Jones, have started another march from New York City to the state capital.

Guastave Hemel looped the loop with a woman passenger at Hendon, England.

One of the ringleaders in the taxi-cab robberies in New York in 1912 accuses the police of having offered to free him of the charge for \$5000.

It is rumored that Miss Fern Hobbs, private secretary to Governor West of Oregon, may be a candidate for governor of the state.

Smelter workers are on strike in Tacoma, Wash., because of indignation at increase of hours without additional pay.

Triplets born to proud parents in Wilmington, Del., have been named after the three daughters of President Wilson.

Refugees suffering from hunger and exposure are fleeing across the line from Mexico to the United States hoping for asylum and food.

A staff captain of the Volunteers of America, was found by the Buffalo police to be making bank deposits of from \$5.00 to \$40.00 daily, and keeping a French chef. Just as the investigation started the man disappeared.

The canal will practically be open in seventy days, but in view of uncertainties surrounding the completion of the work no definite date will be set for the official opening.

A terrific snow storm in the valley of the Ohio caused havoc with transportation and telegraph lines' loss of life and untold damage.

The British Tanker Cawrie, while leaving San Francisco harbor in a storm struck bottom while crossing the bar, and was so badly damaged that she almost sank before reentering the harbor and being run on the flats.

Ferdinand Earle, the original "afinity" man has been arrested in Norway after a long chase which began after he had kidnapped his small boy from the United States.

Furious and unusual tides along the Pacific Coast have caused a great deal of damage to open roadstead piers and pleasure resorts.

Colonel Ludlow has taken command of Fort Stevens, Oregon. He succeeds Captain Edwards who was transferred to Fort Columbia, Wash.

fidence in the party now in control of national affairs.

"Hawaii has suffered more from this lack of efficiency than any other part of the country, and united effort on our part, with a proper organization, will undoubtedly lead to Republican success at the next election."

"The territorial committee appointed a sub-committee to draft proposed amendments to the rules. The authority given this sub-committee, however, extended only to drafting amendments as a basis upon which the convention might work. It must be clearly understood that the changes made by this committee are by way of suggestion, and by way of suggestion solely. The territorial committee wishes the rules finally promulgated to voice the ideas and sentiments of the Republican party adopted in a convention called for that purpose, and after free, full and earnest discussion and consideration by the members of the convention."

"Copies of the report of the sub-committee are herewith enclosed. The committee trusts that these copies will be circulated in your precinct, and that the officers of your club will invite suggestions relative thereto from all Republicans."

"The committee will welcome all suggestions and will see to it that all correspondence relative thereto is laid before the convention."

"It may be noted that the suggested amendments eliminate the county convention; provide for a new method of dividing and expending contributions; make members of the county committee elective by the members of the precinct clubs and, in many other ways, change the existing methods."

Again, nominations under the proposed rules are made in primaries and not in conventions. The county convention as above set forth is eliminated and only for the purpose of adopting a platform. The attention of all Republicans should be called to these suggestions, and information relative thereto secured wherever possible.

"Considerable discussion was had before the sub-committee touching the method of selecting members of the territorial committee. On the one hand it was urged that the members of this committee should be selected at the precinct primaries and that the employment of such a method would be in line with the spirit of the primary law. As against this, it was claimed that, as the delegates to the territorial convention, chosen by the precinct clubs, would be charged with the duty of formulating a platform on which the party must win a victory or go down in defeat, they should likewise have the right to name the committee to be charged with the duty of carrying on the campaign based on the platform, and that by this method discordant elements in the committee might be eliminated. The sub-committee, while favoring the latter plan, requests earnest consideration of the question by the voters."

"The committee respectfully asks your hearty co-operation in seeing that your precinct is represented at the convention and for your earnest assistance in its endeavor to change the rules to conform to the new primary law. Whenever possible, we recommend that the executive committee of the club call a special meeting of the club for purposes of discussion."

"Address all communications to chairman, Republican territorial committee, Honolulu, Hawaii."

Respectfully,  
 "R. W. SHINGLE,  
 Chairman, Republican Territorial Committee."

The proposed rules and regulations have been printed and in this form are issued to the precinct clubs for discussion. A number of the important changes were published by the Star-Bulletin, recently.

**ARMY AND NAVY NOTES**  
 Two cases of typhoid fever in the entire army and but seven in the navy during the year 1913 constitutes a remarkable record. It is predicted that the greater proportion among seamen will be reduced in the next 12 months.

Of the army cases one was that of a man who had not been immunized with the typhoid vaccine and was believed to have contracted the fever before he enlisted; the other case was among the troops in China, and though the man was immunized in 1911 the history of the case is in doubt.

The navy, which adopted the vaccine later than the army and did not make its use at once compulsory, had among its 50,000 jackies only seven authentic cases of typhoid in the year ending last June. Four of those were treated at a remote tropical station where the vaccine had deteriorated.

Such is the wonderful record of the prophylactic treatment which has wiped out one scourge among the nation's defenders, and which many medical officers believe has had something to do with the decreasing rate of tuberculosis.

Under the direction of Surgeon-general Blue of the public health service many thousands of sailors on merchant ships have been treated with the serum at the government's marine hospitals.

Before the resort to immunization, typhoid cases in the army averaged about three per 1000 enlisted strength, or approximately 250 cases per annum. In 1910, before the beginning of the treatment, the rate was 2.32 per thousand; in 1911 it dropped to .80; in 1912 to .30; this year the rate is practically nothing.

Some scientists have thought that the prophylaxis involved an increase of liability to tuberculosis. Army surgeons, who have been analyzing their figures feel that they have established the fact to be exactly contrary.

Here are the figures showing the number of cases of tuberculosis among the soldiers: In 1909 there were 4,70 per thousand, in 1910 the rate was 3.79, in 1911 it was 3.74 and last year 2.49. It is admitted by the surgeons that the reduction is due in some degree to the more careful examination of recruits, but the figures at least show that the prophylaxis treatment has not increased tuberculosis.

The difficulties in extending protection is said by naval surgeons to be much greater than in the case of soldiers owing to the fact that the former are landed in strange ports, going to all sorts of places and eating all kinds of foods, and generally are beyond the watchful eyes of their superior officers.

Typhoid cases in the navy, which in 1911 numbered 3.51 per thousand, dropped to .57 cases or .92 per thousand in the following year. During the current year up to October 1 the percentage was only .30. Where typhoid occurred among those who had been treated the cases were mild and the convalescence rapid. The fleet surgeon of the Atlantic fleet now reports that the prophylaxis has practically eradicated typhoid from the fleet.

That the hull of a ship is subject to considerable changes of form, due to variations in temperature, has been developed by recent experiments by Naval Constructor S. F. Smith, U. S. N. Using the naval collars for his tests, he found that some of the ships either sagged in the middle or "hogged" (meaning to drop at the ends) about one inch for every seven degrees change of temperature, and that the middle of the ship may move up and down as much as six inches with reference to the ends.

These experiments may throw light upon the causes of the breaking of shafts.

Black is the color least visible at night, according to experiments just made by the army artillery men on the Pacific coast. The familiar ugly drab which has been for years the "war paint" of the American navy, was shown to be the most visible of all colors tested.

One boat so painted was frequently picked up and detected by the great 60-inch searchlights at the entrance of Puget Sound as far off as 11,000 yards. One night that boat was visible at a distance of 17,000 yards.

It is expected that the navy will take note of these experiments.

**Manila Marine Chief Loses His Command**  
 WASHINGTON—Colonel Charles A. Doyan, commanding the 1st brigade of marines at Manila, was detached from that command today and ordered to return to the United States. No successor will be named.

**Secretary Delivered**  
 Delivered already has announced his intention to withdraw all but 150 marines in the Philippines as part of his plan to concentrate the corps at important points in continental United States.

**Navy Airmen to Fly**  
 From Warship's Deck  
 WASHINGTON—Experimental work of the naval-aeronautic corps is to be carried on aboard the battleship Mississippi at Pensacola, Fla., the winter home of the flying corps. The broad, flush decks of the Mississippi afford excellent opportunities for the handling of hydro-aeroplanes in practical sea tests.

**South Dakota Joins**  
 Puget Sound Fleet  
 SEATTLE (Wash.)—The armored cruiser South Dakota arrived at the Puget Sound navy yard today from California, and will be added to the Pacific reserve fleet. Part of the crew of the South Dakota will be transferred to the protected cruiser New Orleans, which is to be taken out of reserve for duty on the west coast of Mexico.

**Navy Yard Bid Lower**  
 Than Private Firms  
 VALLEJO—Copies of bids submitted by private firms for constructing a supply ship and a transport, which are to be built for the United States navy, have been received here, and it was stated authoritatively that the bid of the Mare Island yard for the work is much lower than any of the other bidders. It is believed here by naval experts that the Mare Island yard will secure the contract for one of the ships.

**Lieut. Com. Watts of the Navy is Dead**  
 NEW YORK—Lieutenant Commander William Watts, U. S. N., retired, died at his home in Morristown, N. J. He entered the naval academy April

10, 1862, and was made master in 1889, and assigned to the famous United States frigate Congress. He was retired on January 31, 1883.

**British Navy Admits Costly Blunder.**  
 LONDON—The British government came to the conclusion that it had made a costly failure in fitting the battle cruiser Invincible solely with electricity. It has been sent to the dockyard, to have hydraulic power substituted for electricity for the working of the guns, which will cost about \$1,000,000. The vessel was the only ship in the British navy fitted with electric power throughout.

**SAN DIEGO WILL GREET BAPTISTS**  
 The southern California Baptist convention meets in annual session in San Diego Jan. 12 to 17 and will bring about 600 people to the city.

Some of the best known workers in the Baptist denomination in the East and middle West are expected. Among them is the Rev. Guy C. Lamson of Philadelphia, Bible secretary of the American Baptist Publishing Company.

Educational matters, missions, city, state, home and foreign, Christian education and moral questions will be discussed. The sessions will be held at the First Baptist church, says the Union.

Mayor Seymour of Tacoma, Wash., has become a member of the famous order of the Hobos of America.

It is authoritatively reported that Chinese revolutionists in the South of China are organized for a new revolt against Yuan Shi Kai.

**The Western and Hawaiian Investment Co., Ltd.**  
 RESOURCES AND LIABILITIES AS OF DECEMBER 31st, 1913.

**RESOURCES.**  
 Loans on Real Estate.....\$92,532.64  
 Real Estate.....3,769.50  
 Furniture, etc.....312.50  
 Cash in hand and in the bank.....823.50  
 \$97,538.14

**LIABILITIES.**  
 Head Office.....\$97,538.14

Territory of Hawaii,  
 City and County of Honolulu)  
 I, J. B. Gibson, manager of The Western and Hawaiian Investment Co., Ltd., do solemnly swear that the foregoing statement is true to the best of my knowledge and belief.

J. B. GIBSON,  
 Manager.  
 Subscribed and sworn to before me this 14th day of January, 1914.  
 HENRY C. HAPAI,  
 Notary Public, 1st Judicial Circuit, T. H.  
 5752—Jan. 14, 1914.



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